



High-Level Dialogue on Connected and Automated Driving

Day 2

Plenary session: Results, Commitments and High- Level Dialogue's Call for Action

Take-aways from “Removing barriers for Connected and Automated Vehicle Testing”

Eric Kenis,
CCAM Policy Officer - Flanders' Department
of Mobility and Public Works



Removing Barriers for Connected and Automated Vehicle testing

Introductory session (11:00-12:10)

- Clarification of terms and their interrelation _ Carlos Lujan (Idiada)
- The OEM perspective _ Aria Etemad (Hi Drive/ Automated Driving -Volkswagen AG)
- Achievements and work ongoing / EC perspective _ Maria Cristina Galassi (DG GROW)
- Testimonies from leading MS:
 - France _ Aymeric Audigé (Ministry for Ecological Transition and Cohesion of the Territories)
 - Germany _ Birgit Ulrike Rudolph (Ministry for Digital and Transport)

Removing Barriers for Connected and Automated Vehicle testing

Break-out sessions

1/ Testing Permits – in collaboration with the EU funded FAME-project

- Pre-homologation permits _ Tobias Reich (Rich Autonomy GmbH/ on behalf of DG GROW)
- Recommendations for a EU framework for testing on public roads (FAME) _ Carlos Lujan
- Interactive discussion _ moderated by experts

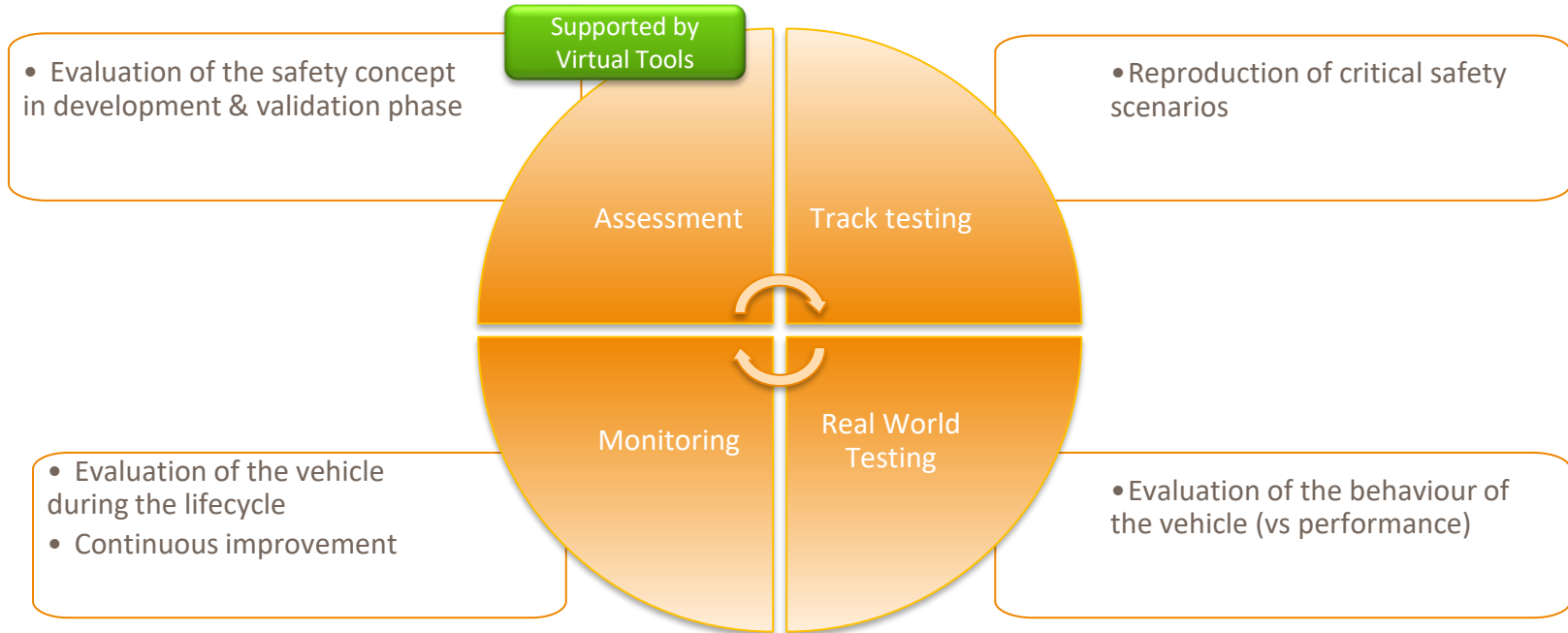
2/ Traffic Regulations & Type Approval

- The German Regulatory framework _ Martin Sonntag (Ministry for Digital & Transport)
- EU 2022/1426 & transition to larger series _ Cristina Galassi (DG GROW)
- The US/ Technology Cie perspective _ Marc Van Impe (Vehicle Automation -Tesla)

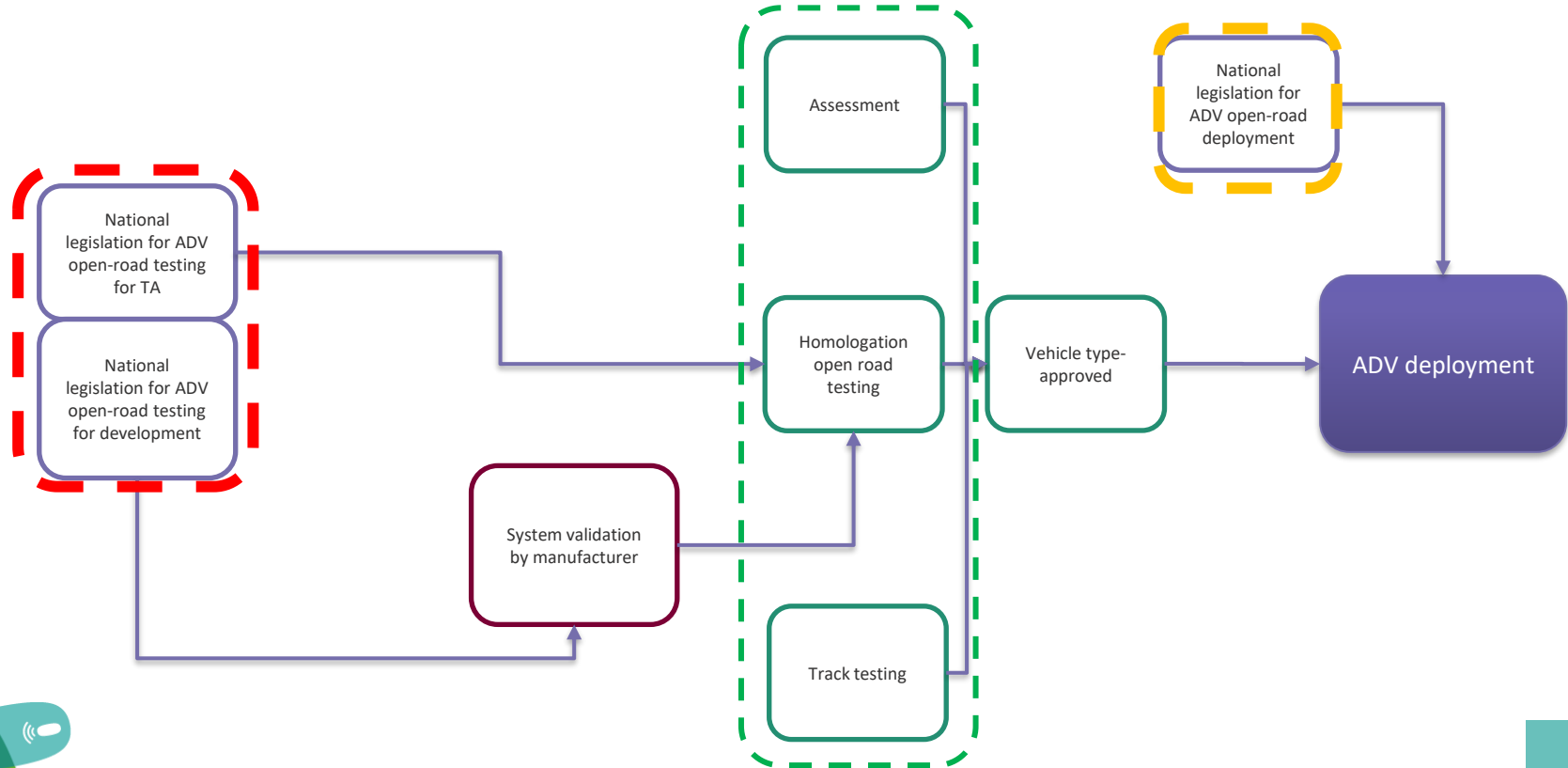
Purpose of (on-road) testing



NATM: New Assessment and Testing Methodology (UNECE – WP29)



CCAM Regulatory ecosystem



Removing Barriers for Connected and Automated Vehicle testing

Break-out sessions

Testing Permits – in collaboration with the EU funded FAME-project & JRC

(proposal for) Guidelines - for Member States' testing frameworks

- harmonized set of requirements
- common structure / approaches

- mutual recognition of Permits in case of cross-border testing

(suggest) a 'collaboration framework' to simplify testing
& to facilitate mutual recognition of ADSs

EU Type-approval framework for driving automation



UNR171

L2 DCAS

(Driver Control Assistance System)

Driver present, engaged and responsible

Wide range of operations

No vehicle series limitation



UNR157

L3 ALKS

(Automated Lane Keeping System)

Driver present not engaged

Motorways

No vehicle series limitation

Cybersecurity measures



EU 2022/1426

L4 ADS

(Automated Driving System)

Driver not present

Operations in specific areas

Vehicle series limitation (max. 1500)

Multi-pillar validation method



Removing Barriers for Connected and Automated Vehicle testing

Break-out sessions

Traffic Regulations & Type Approval

- Leading examples for amending the (national) legal framework
- Local context / defined area of operations is important

- Automated Vehicles approval is possible
 - › guidance for harmonized implementation

- Regulatory fragmentation is a burden for European Industry

Key takeaways

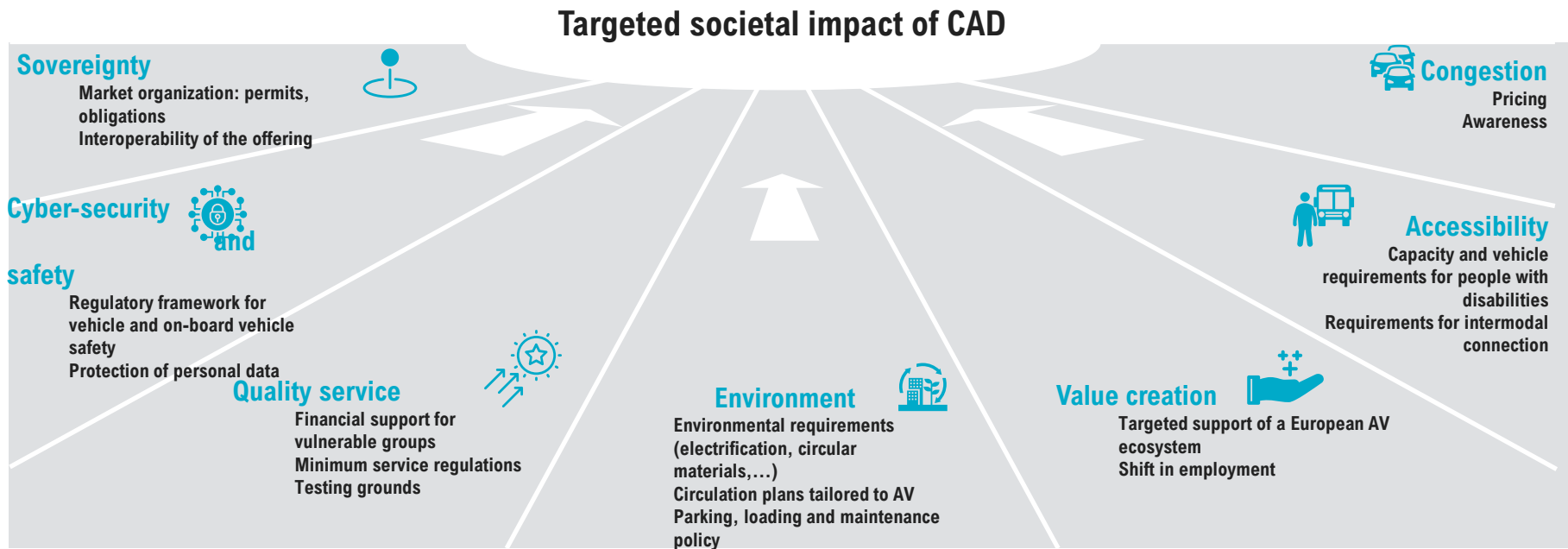
- Testing as a pathway to commercial deployment and scalability of services are key to a successful CAV deployment
 - Automated Vehicles approval is possible – more work ongoing
 - Regulatory fragmentation and hurdles complicate growth of European solutions & industrial competitiveness
 - Harmonisation & simplification is needed
 - >> FAME-project & JRC are paving the way
- > **Call for action** to Member States

Take-aways from “Shared Autonomous Mobility”

Matthias Van Steendam
Partner – Roland Berger

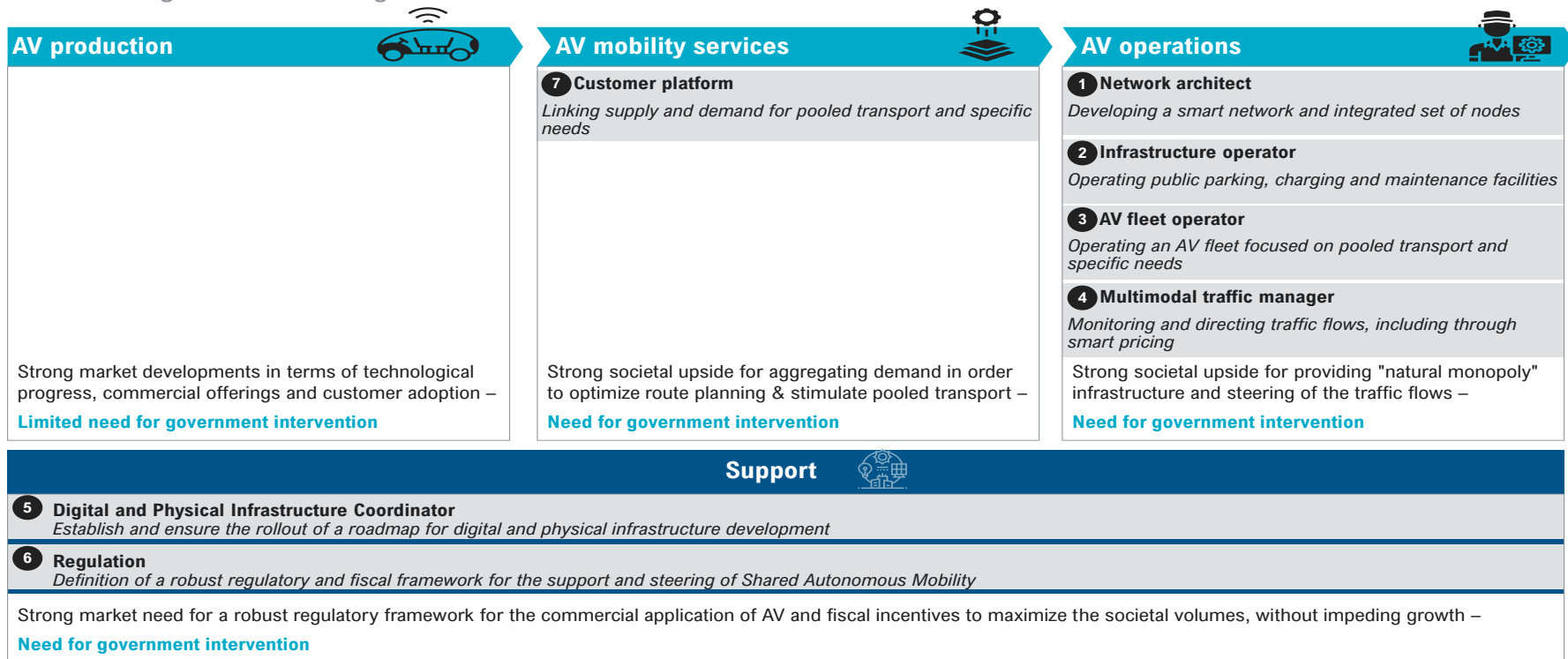


Governments – in all of their forms – must focus on maximizing different forms of societal impact of CAD

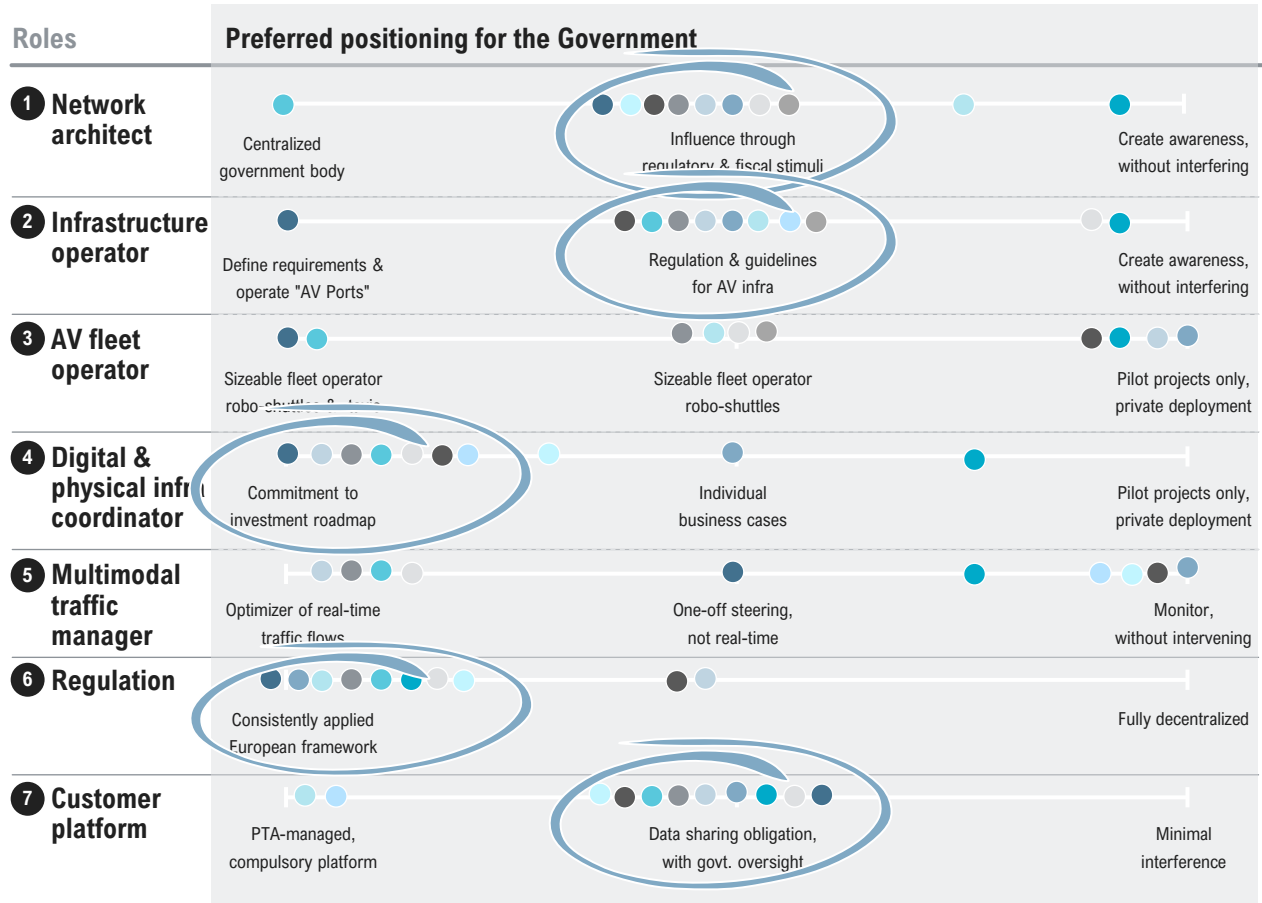


The Flanders strategic study for the introduction of shared automated transport suggested 7 roles for the Government, for discussion during our break-out session

Roles of the government along the value chain



There is a common conviction to support CAD through the govt. institutions in place



Key takeaways

- Strong convergence of opinions on the role of the government to:
 - shape the mobility network and infrastructure of the future
 - adopt a consistent regulation across Europe
 - keep oversight on (customer and traffic) data to avoid closed ecosystems
- Topics for discussion are:
 - to which extent public transport operators should invest in own autonomous fleet
 - how intrusive steering of traffic flows should be
 - whether digital infra is really required for CAD (apart from its benefits for safety, congestion,...)
- What should change: Government actions should create a CAD market push
- What should be maintained: CAD should not change the layout of governments, current institutions should be supported to cope with the change

Take-aways from the Heads of Delegation Sessions

Prof. Steven Shladover
California PATH Program, University of
California, Berkeley

